

SPECIAL RULES: 2008 NORTH AMERICAN INVITATIONAL REGATTA

The 2008 North American Invitational Regatta will be conducted in accordance with the North American Cruiser Association and the San Diego Cruiser Association Contest Rules. The SDCA Contest Rules are available for downloading in PDF format on the SDCA web site, www.sandiegoca.org, and are also contained in the NAI Regatta CD. Each Contestant is responsible for reviewing these rules, and maintaining compliance. The purpose of these Special Rules is to provide additional information relative to conduct of the regatta, and to emphasize, clarify or tailor the above governing rules for the 2008 contest.

- 1) Contest Start Protocol: Each Contestant shall calculate his/her start time based on the finish time provided by the Race Committee. The Contestant must start the contest within a time window of +/- 60 seconds of their predicted start time. Failure to start within this interval shall be subject to scoring penalties as set forth in the SDCA Rules, unless special circumstances prevail as noted in the Observer's Log and approved by the Race Committee. Each Contestant shall start from a position abeam of the starting buoy without any appreciable boat movement (i.e., a "standing start").
- 2) Minimum & Maximum Speed: Each Contestant shall select and document in the Contestant's Log a single baseline speed and corresponding engine/s RPM. The baseline speed, adjusted for predicted current effects, shall be used for calculating the predicted contest times. This speed shall be limited to the range between 7 knots and 9.5 knots, depending upon the capability of the selected boat. During the contest, the Contestant is permitted to increase or decrease boat speed and engine RPMs to accommodate unexpected changes in currents or other factors. In exceptional circumstances, these adjustments to the baseline speed of the vessel may exceed the above baseline speed range. No scoring handicaps will be assessed for baseline boat speed.
- 3) Required Equipment: Competing boats that are not part of the SDCA cruiser navigation fleet shall be inspected by the Race Committee to ensure all safety equipment required by law is present. Other equipment suitable for competing in the regatta shall be reviewed and approved by the committee prior to designating the boat as a participating vessel. The results of the inspection shall be documented and furnished to the Observer for compliance purposes. The requirement for a U.S. Coast Guard Auxiliary Vessel Safety Examination decal may be waived by the Committee on those vessels not currently part of the SDCA cruiser fleet.
- 4) Blind Point Management: Predicted transit times for the Blind Points shall be documented as part of the Contestant's and Observer's Logs. Transit time to the Blind Point shall be from the Check Point or Route Point immediately preceding the Blind Point transit, and shall include any turn time allowances. Timing of the Blind Point transit shall be mutually agreed between the Contestant and the Observer using stop watches that do not display the current time of day.
- 5) Direct Legs: The planned course does not contain any "Direct" segments or legs. The Blind Point runs are assumed to be "Direct." Otherwise, the Contestants shall plot and

pilot a course between Route Points and Check Points that is reasonably direct and safely transits to the next Check Point or Route Point while observing all Naval restricted transit zones. The Contestant shall plot a course that does not interfere with other Contestants. In all cases, nautical rules of the road shall apply.

- 6) Emergency Stops: Emergency stops for safety or mechanical breakdown reasons are permitted in accordance with the SDCA Contest Rules. Should one engine of a twin engine vessel become disabled, the Contestant may continue to compete using the remaining engine / propulsion system. In this event, the Contestant may use an engine RPM that would move the vessel at the predicted baseline speed. The Observer shall record all emergency stops, clearly indicating the nature of the stop, the course leg and location of the stop, and the clock times of the stop and restart.
- 7) Recording Contest Predictions and Results: Prior to the contest, and no later than 7:30 AM on the day of the race, each Contestant shall provide the Official Scorer with a completed copy of their Contestant's Log. Following the contest, the assigned Observer, with the assistance of the Scrutinizer, shall complete the Observer's Log. After approving and signing the Observer's Log, the Observer shall present the log to the Contestant for review and signature. The Observer may also at that time phone in the actual recorded times for each Check Point to the Official Scorer (619) 990-8833, in order to expedite the scoring process. All times must be submitted to the Official Scorer by 2:30 PM following the contest.

The Observer shall provide the Contestant the opportunity to copy the actual times recorded prior to submitting the Log to the Official Scorer. The Observer shall only record the clock times. Calculations of leg errors or overall race percentage error shall not be made by the Observer. Observer's Logs must be submitted to the Scorer no later than 4PM following the contest.

- 8) Finish Time Assignments: Finish times will be assigned to each contestant based upon their selected baseline speed. Contestants will be notified of their finish times following the boat calibration period on Thursday, October 2. After each contestant has completed their boat calibrations and has selected a baseline speed, they shall submit this information via phone (858) 705-1111, or in person, to the Race Master at SDYC no later than 1:30 PM. Official finish times shall be available and provided to all contestants by calling the above phone number beginning at 2:00 PM.
- 9) Protests, Penalties, Disqualifications and Appeals: Protests, Penalties, Disqualifications and Appeals shall be accommodated in accordance with the SDCA Contest Rules, Part V. Protests shall only be received and recorded by one of the Contestants. Observers shall note any course discrepancies on their Observer Logs without discussion with the Contestant.
- 10) Boat Owner / Representative Responsibilities: The boat owner or his/her appointed representative shall be responsible for having the boat's bottom cleaned within five days prior to the contest. The boat shall be delivered to the berth or other location assigned by the Committee on or before 7AM Thursday, October 2, 2008. The boat owner shall determine the amount of fuel used during the calibration and the contest, and notify the

Contestant the cost of replacement fuel at the current fuel prices following the contest for reimbursement by the Contestant.

The boat owner or his/her representative is responsible for safely moving the boat to/from the designated berth to/from the general area of the speed calibration and the Regatta start/finish. During the calibration and the contest, the boat owner is ultimately responsible for the safety of the vessel, and has the responsibility and authority to take command of the vessel should safety considerations demand.

During the boat calibration or the contest, the boat owner/representative may, if requested by the Contestant and agreed to, pilot the boat using heading, RPM, and other information provided by the Contestant. The owner/representative may also help the Contestant identify unfamiliar route points or check points, and provide requested information regarding the operation of the boat. A Contestant cannot be assigned to his/her own boat for participating in the contest.

- 11)Official Time and Time Pieces: The official time shall be transmitted and recorded from the NIST WWV time standard in Ft. Collins, Colorado. Contestants and Observers shall set their time pieces with this standard which will be available from the Race Committee at SDYC prior to the contest. The assigned Observer shall be responsible for obtaining / assigning the designated Official Time Piece. The Observer may elect to use a recording time piece, which will also be set to the Official Time. All other clocks and watches shall be secured out of sight, or shall be in the possession of the assigned Observer or Scrutinizer during the contest. Engine hour meters or other engine elapsed time devices are to be covered if accessible during the contest by the Contestant.
- 12)Contestant's and Observer's Logs: Contestant's Log shall be prepared by the Contestant following the boat calibration process. A signed copy of the Contestant's Log will be provided to the Official Scorer by 7:30 AM on the day of the Contest. Observers will prepare their Logs using information from the boat owner or representative prior to the contest and actual recorded time during the contest. All logs are to be completed using ink pens. Errors in transcribing actual time data shall be "crossed out" and the correct data entered with the initials of the Observer.
- 13)SDCA Official Web Site Information: The SDCA web site is located at www.sandiegoca.org. This site contains the SDCA Contest Rules and NAI Regatta pages that provide information regarding the planning, conduct, and other information of interest to those participating in the Regatta. Questions regarding the contest and official answers will be also included and updated as needed. Questions from Contestants shall be submitted to the Race Master, David Weimer, via email, to: cdweimer@sbcglobal.net.
- 14)Boat Calibration Plans and Procedures: Boat speed calibrations are to be accomplished on Thursday, October 2, between the hours of 7:30 AM and 1:00 PM. Contestants are to arrange with the boat owners/representatives, Observers and Scrutinizers meeting times and locations for calibration following the boat drawing on Wednesday evening, October 1.

In the event that assigned Observers and Scrutinizers are not available for the calibration process, the Chief Observer will notify the Contestant, and make arrangements for the

Observer and Scrutinizer to be available at SDYC at 07:00 AM on Saturday, October 4, to meet with the Contestant and coordinate the contest participation. The Contestant may elect to invite others on board for calibration in lieu of the assigned Observer and Scrutinizer to maintain equivalent boat weight.

Boat speed calibrations may be conducted along the measured mile on the bay side of Harbor Island, using the east, mid, and west mile markers (orange diamond shaped markers each containing a vertical black alignment stripe). Other measured intervals within the bay may also be used at the discretion of the Contestant. All calibrations must be concluded by 1:00 PM.

- 15) Duties of the Scrutinizers: Scrutinizers are to independently record the times called for each checkpoint using the Official Time Piece. Following the contest, the Scrutinizers shall verify their recorded times with the Observer, and following agreement, shall so indicate by signing the Observer's Log.
- 16) Cell Phones and Other Portable Communication / Computing Devices: Cell phones, pagers, Blackberrys, portable GPS units, and all portable electronic computing devices such as notebook computers shall be turned off, and secured out of sight under the supervision of the Observer for the duration of the Contest, beginning at least five minutes prior to the Start.
- 17) Safety or Security Delays: Delays or interruptions in the Contestant's race plan shall be documented by the Observer in the Observer's Log. If such delays or interruptions are substantial (greater than 15 minutes), the Observer shall notify the Committee and the Scorer via cell phone or VHF radio. No penalties will be assigned to the Contestant as a result of unavoidable safety or security delays.
- 18) Check Point and Route Point Chartlets and Photos: The SDCA web site and the CD furnished to each Contestant contain portions of electronic charts depicting the course and the location of the check points and route points. Photos accompanying these portions of an electronic chart illustrate the location of or ranges for the check points and route points. These charts and photos are furnished as an aid to the Contestant, but are not to be considered as an official representation of the plotted course. In all cases, the written Course Instructions and these Special Rules take precedence over the information presented in the chartlets and the photographs.
- 19) Intermediate Point Time Recording: The Contestant may request that the Observer record actual times achieved at intermediate points along the course that are not Check Points or Route Points. The Observer shall record these times as part of their time data base, and shall indicate that intermediate times were recorded as part of their Observer's Log notes.
- 20) Check Points and Route Points Identified by Latitude / Longitude Coordinates. Check Points and Route Points identified by latitude / longitude coordinates are also identified in the Instructions as a "fix" formed by headings and complementary cross ranges. This information is provided to firmly establish the position of the Check Point or Route Point. The Contestant may, however, fix his position using alternate ranges or headings as long

as the Check Point or Route Point is achieved within a 50 yard radius from the designated Latitude / Longitude coordinates.

The Race Committee and all the members of the San Diego Cruiser Association welcome you to San Diego. We stand ready to assist you in any way to make your stay enjoyable and your participation in the regatta rewarding. Good Luck to All Contestants!